

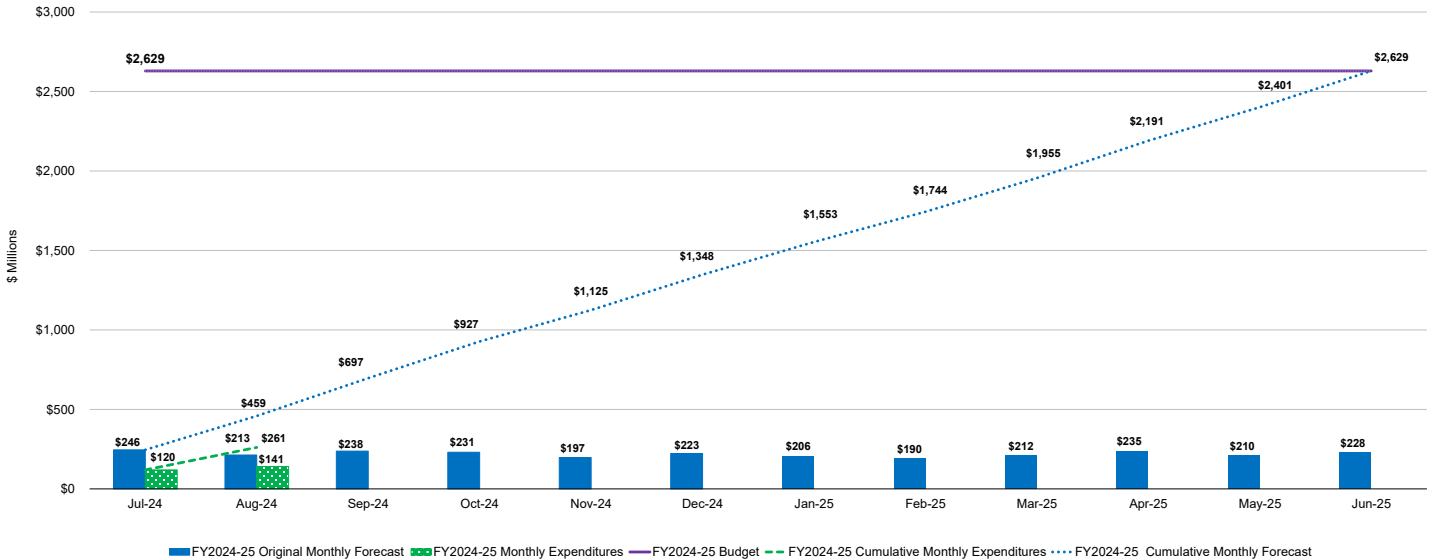
Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Budget Summary FY2024-25

FY2024-25	Notes	Appropriation	FY2024-25 Budget (A)	August Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$0	\$0	\$0	0%	\$0	\$0
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$0	\$0	\$0	0%	\$0	\$0
Cap and Trade	3, 4	\$865,835,931	\$138,552,117	\$7,885,678	\$27,570,844	20%	\$110,981,273	\$138,552,117
Federal Trust Fund (ARRA)		\$465,585,896	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (RAISE Merced Extension)		\$25,000,000	\$10,955,112	\$0	\$0	0%	\$10,955,112	\$10,955,112
<b>Project Development TOTAL</b>	17	\$1,963,859,206	\$149,507,229	\$7,885,678	\$27,570,844	18%	\$121,936,385	\$149,507,229
<b>Construction</b>								
Bond Fund (Prop 1A)	4	\$6,624,441,959	\$1,542,456,749	\$112,942,995	\$204,400,356	13%	\$1,338,056,393	\$1,542,456,749
Cap and Trade	3, 4	\$11,927,063,921	\$539,124,434	\$15,797,868	\$22,643,254	4%	\$516,481,180	\$539,124,434
Federal Trust Fund (ARRA)		\$2,086,970,335	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (FY10)		\$928,620,000	\$0	\$0	\$0	0%	\$0	\$0
Federal Trust Fund (RAISE SR-46)		\$24,000,000	\$1,962,064	\$0	\$0	0%	\$1,962,064	\$1,962,064
Federal Trust Fund (Federal State Partnership)		\$3,073,600,000	\$285,712,486	\$0	\$0	0%	\$285,712,486	\$285,712,486
Federal Trust Fund (CRISI Shafter Grade Separations)		\$201,946,942	\$18,386,756	\$0	\$0	0%	\$18,386,756	\$18,386,756
Federal Trust Fund (RAISE Fresno Historic Depot)		\$20,000,000	\$1,073,131	\$0	\$0	0%	\$1,073,131	\$1,073,131
Federal Trust Fund (Corridor ID)		\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
<b>Construction TOTAL</b>	17	\$24,887,143,157	\$2,389,215,620	\$128,740,863	\$227,043,610	10%	\$2,162,172,010	\$2,389,215,620
<b>SUBTOTAL</b>		\$26,851,002,363	\$2,538,722,849	\$136,626,541	\$254,614,454	10%	\$2,284,108,395	\$2,538,722,849
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$90,714,917	\$4,685,501	\$6,317,774	7%	\$84,397,143	\$90,714,917
Cap and Trade		\$197,943,401	\$1,695	\$0	\$0	0%	\$1,695	\$1,695
<b>Bookend Projects TOTAL</b>		\$1,297,943,401	\$90,716,612	\$4,685,501	\$6,317,774	7%	\$84,398,838	\$90,716,612
<b>TOTAL</b>	1, 2, 3	\$28,148,945,764	\$2,629,439,461	\$141,312,042	\$260,932,228	10%	\$2,368,507,233	\$2,629,439,461

### FY2024-25 Forecast and Expenditures



**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through May 2024, actual and forecasted adjustments for Administrative appropriation and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- This line reflects budget changes for the current reporting period that received internal governance approval. This change is a net-zero to the FY and Total budget but transfers budget from PD to Con for the FY only.

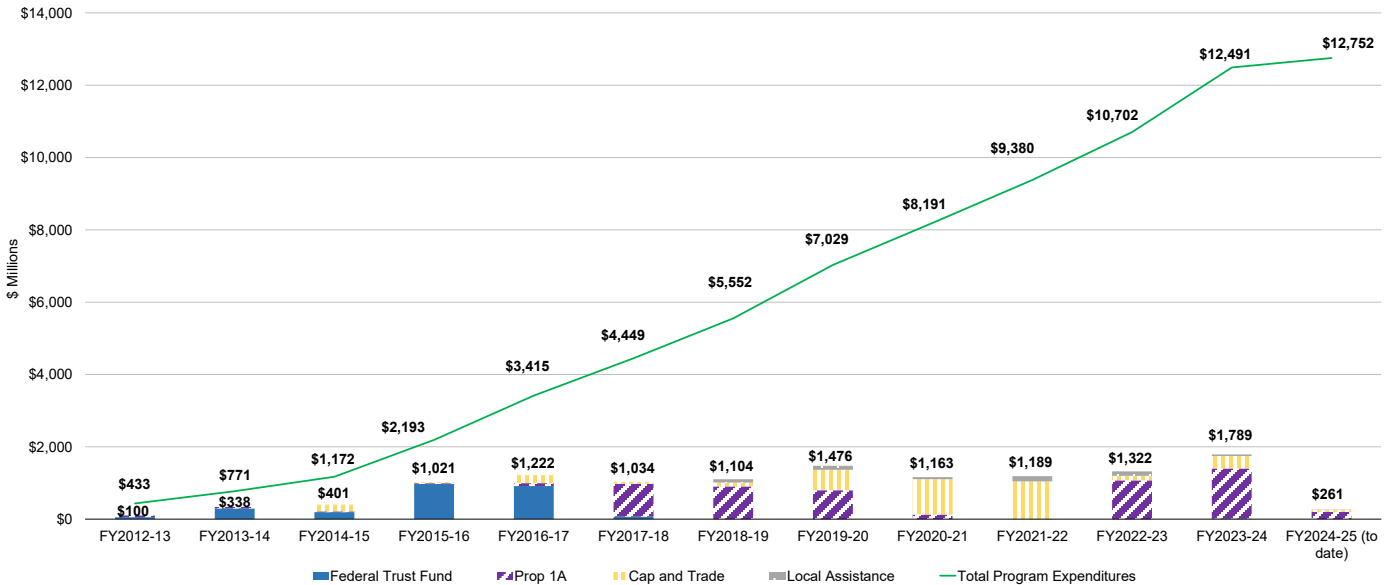
Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Expenditure Authorization Summary Program to Date

Program to Date	Notes	Appropriation	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Project Development</b>								
Bond Fund (Prop 1A) - Phase I		\$564,454,666	\$564,454,666	\$0	\$564,454,666	100%	\$0	\$564,454,666
Bond Fund (Prop 1A) - Phase II		\$42,382,713	\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
Cap and Trade	3	\$865,835,931	\$865,835,931	\$7,885,678	\$501,551,658	58%	\$364,284,273	\$865,835,931
Federal Trust Fund (ARRA)		\$465,585,896	\$465,578,058	\$0	\$465,578,058	100%	\$0	\$465,578,058
Federal Trust Fund (Brownfields EPA Grant)		\$600,000	\$600,000	\$0	\$556,600	93%	\$43,400	\$600,000
Federal Trust Fund (RAISE Merced Extension)		\$25,000,000	\$25,000,000	\$0	\$14,044,888	56%	\$10,955,112	\$25,000,000
<b>Project Development TOTAL</b>		<b>\$1,963,859,206</b>	<b>\$1,963,851,368</b>	<b>\$7,885,678</b>	<b>\$1,588,568,583</b>	<b>81%</b>	<b>\$375,282,785</b>	<b>\$1,963,851,368</b>
<b>Construction</b>								
Bond Fund (Prop 1A)		\$6,624,441,959	\$6,624,441,959	\$112,942,995	\$5,284,328,887	80%	\$1,340,113,072	\$6,624,441,959
Cap and Trade	3	\$11,927,063,921	\$9,879,239,064	\$15,797,868	\$3,013,518,271	31%	\$6,865,720,793	\$9,879,239,064
Federal Trust Fund (ARRA)	8	\$2,086,970,335	\$2,079,469,078	\$0	\$2,079,469,078	100%	\$0	\$2,079,469,078
Federal Trust Fund (FY10)		\$928,620,000	\$928,620,000	\$0	\$0	0%	\$928,620,000	\$928,620,000
Federal Trust Fund (RAISE SR-46)		\$24,000,000	\$24,000,000	\$0	\$0	0%	\$24,000,000	\$24,000,000
Federal Trust Fund (Federal State Partnership)		\$3,073,600,000	\$3,073,600,000	\$0	\$0	0%	\$3,073,600,000	\$3,073,600,000
Federal Trust Fund (CRISI Shafter Grade Separations)		\$201,946,942	\$201,946,942	\$0	\$0	0%	\$201,946,942	\$201,946,942
Federal Trust Fund (RAISE Fresno Historic Depot)		\$20,000,000	\$20,000,000	\$0	\$0	0%	\$20,000,000	\$20,000,000
Federal Trust Fund (Corridor ID)		\$500,000	\$500,000	\$0	\$0	0%	\$500,000	\$500,000
<b>Construction TOTAL</b>		<b>\$24,887,143,157</b>	<b>\$22,831,817,043</b>	<b>\$128,740,863</b>	<b>\$10,377,316,236</b>	<b>45%</b>	<b>\$12,454,500,807</b>	<b>\$22,831,817,043</b>
<b>SUBTOTAL</b>		<b>\$26,851,002,363</b>	<b>\$24,795,668,411</b>	<b>\$136,626,541</b>	<b>\$11,965,884,819</b>	<b>48%</b>	<b>\$12,829,783,592</b>	<b>\$24,795,668,411</b>
<b>Bookend Projects (Local Assistance)</b>								
Bond Fund (Prop 1A) - Phase I		\$1,100,000,000	\$1,100,000,000	\$4,685,501	\$588,441,715	53%	\$511,558,285	\$1,100,000,000
Cap and Trade		\$197,943,401	\$197,943,401	\$0	\$197,854,063	100%	\$89,338	\$197,943,401
<b>Bookend Projects TOTAL</b>		<b>\$1,297,943,401</b>	<b>\$1,297,943,401</b>	<b>\$4,685,501</b>	<b>\$786,295,778</b>	<b>61%</b>	<b>\$511,647,623</b>	<b>\$1,297,943,401</b>
<b>TOTAL</b>	1, 2, 3	<b>\$28,148,945,764</b>	<b>\$26,093,611,812</b>	<b>\$141,312,042</b>	<b>\$12,752,180,597</b>	<b>49%</b>	<b>\$13,341,431,215</b>	<b>\$26,093,611,812</b>

### Total Program Expenditures to Date



**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- The Appropriations for Cap and Trade includes previously appropriated funds, actual auction proceeds through May 2024, actual and forecasted adjustments for Administrative appropriation and an estimate of the Authority's share of the future Cap and Trade auction proceeds (through December 2030), which are estimated at \$1B annually for the purposes of this report through its continuous appropriation (SB-862 and AB-398).
- This line reflects ARRA expenditure refunds processed through June 2024 for prior year approved invoices.

Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Project Development - State and Federal Funds FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	August Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
	San Francisco - San Jose	\$482,700	\$0	\$0	0%	\$482,700	\$482,700
	San Jose - Merced	\$445,050	\$0	\$60,000	13%	\$385,050	\$445,050
	Bakersfield - Palmdale	\$196,303	\$0	\$0	0%	\$196,303	\$196,303
	Locally Generated Alternative (LGA)	\$0	\$0	\$0	0%	\$0	\$0
	Palmdale - Burbank	\$2,900,832	\$590,281	\$1,245,107	43%	\$1,655,725	\$2,900,832
	Burbank - Los Angeles	\$40,000	\$0	\$0	0%	\$40,000	\$40,000
	Los Angeles - Anaheim	\$9,246,694	(\$258,572)	\$627,882	7%	\$8,618,812	\$9,246,694
	Central Valley Wye	\$0	\$0	\$0	0%	\$0	\$0
	Resource Agency	\$30,151,428	\$416,343	\$916,343	3%	\$29,235,085	\$30,151,428
	Legal	\$8,076,536	\$0	\$0	0%	\$8,076,536	\$8,076,536
	SCI/SAP	\$6,223,383	\$0	\$0	0%	\$6,223,383	\$6,223,383
	Merced Extension - Design Advancement	\$18,986,446	\$1,028,004	\$9,386,336	49%	\$9,600,110	\$18,986,446
	Bakersfield Extension - Design Advancement	\$14,291,550	\$100,833	\$1,641,458	11%	\$12,650,092	\$14,291,550
	Central Valley Stations - Design Advancement	\$26,482,972	\$6,041,453	\$8,088,230	31%	\$18,394,742	\$26,482,972
	NorCal Interconnections	\$1,366,304	\$0	\$0	0%	\$1,366,304	\$1,366,304
	Rail Delivery Partner - Program Delivery Support	\$30,617,031	(\$32,664)	\$5,605,488	18%	\$25,011,543	\$30,617,031
<b>TOTAL</b>	1, 2	\$149,507,229	\$7,885,678	\$27,570,844	18%	\$121,936,385	\$149,507,229

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
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- 9 Current month negative expenditures are the result of actual costs submitted being less than a prior period accrual.
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## Project Development - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Phase I</b>							
	San Francisco - San Jose	\$46,678,567	\$0	\$45,394,270	97%	\$1,284,297	\$46,678,567
	San Jose - Merced	\$105,542,027	\$0	\$103,838,687	98%	\$1,703,340	\$105,542,027
	Merced - Fresno	\$63,571,884	\$0	\$63,571,884	100%	\$0	\$63,571,884
	Fresno - Bakersfield	\$151,326,513	\$0	\$151,326,513	100%	\$0	\$151,326,513
	Bakersfield - Palmdale	\$58,346,388	\$0	\$58,106,346	100%	\$240,042	\$58,346,388
	Locally Generated Alternative (LGA)	\$17,927,451	\$0	\$17,927,450	100%	\$1	\$17,927,451
	Palmdale - Burbank	\$152,472,937	\$590,281	\$147,815,451	97%	\$4,657,486	\$152,472,937
	Burbank - Los Angeles	\$32,621,565	\$0	\$32,582,683	100%	\$38,882	\$32,621,565
	Los Angeles - Anaheim	\$106,500,098	(\$258,572)	\$80,764,859	76%	\$25,735,239	\$106,500,098
	Central Valley Wye	\$58,222,648	\$0	\$58,180,022	100%	\$42,626	\$58,222,648
	Resource Agency	\$402,144,795	\$416,343	\$232,541,179	58%	\$169,603,616	\$402,144,795
	Legal	\$65,123,236	\$0	\$46,281,312	71%	\$18,841,924	\$65,123,236
	SCI/SAP	\$28,487,472	\$0	\$16,450,495	58%	\$12,036,977	\$28,487,472
	Merced Extension - Design Advancement	\$62,990,426	\$1,028,004	\$52,115,009	83%	\$10,875,417	\$62,990,426
	Bakersfield Extension - Design Advancement	\$56,395,056	\$100,833	\$36,535,856	65%	\$19,859,200	\$56,395,056
	Central Valley Stations - Design Advancement	\$51,622,972	\$6,041,453	\$27,967,481	54%	\$23,655,491	\$51,622,972
	SWCAP	\$677,872	\$0	\$677,872	100%	\$0	\$677,872
	NorCal Interconnections	\$1,959,000	\$0	\$339,656	17%	\$1,619,344	\$1,959,000
	Early Train Operator	\$1,571,691	\$0	\$1,571,691	100%	\$0	\$1,571,691
	Rail Delivery Partner - Program Delivery Support	\$457,286,057	(\$32,664)	\$372,197,154	81%	\$85,088,903	\$457,286,057
<b>Phase I TOTAL</b>		\$1,921,468,655	\$7,885,678	\$1,546,185,870	80%	\$375,282,785	\$1,921,468,655
<b>Phase II</b>							
	Sacramento - Merced	\$5,968,898	\$0	\$5,968,898	100%	\$0	\$5,968,898
	Altamont Pass	\$26,392,193	\$0	\$26,392,193	100%	\$0	\$26,392,193
	Los Angeles - San Diego	\$10,020,755	\$0	\$10,020,755	100%	\$0	\$10,020,755
	Rail Delivery Partner - Program Delivery Support - Phase II	\$867	\$0	\$867	100%	\$0	\$867
<b>Phase II TOTAL</b>		\$42,382,713	\$0	\$42,382,713	100%	\$0	\$42,382,713
<b>TOTAL</b>	1, 2	\$1,963,851,368	\$7,885,678	\$1,588,568,583	81%	\$375,282,785	\$1,963,851,368

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
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Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Construction - State and Federal Funds FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	August Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
Design-Build Contract Work	4	\$1,113,020,182	\$97,841,285	\$175,548,610	16%	\$937,471,572	\$1,113,020,182
SR 99		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
SR 46		\$7,681,579	\$100,000	\$1,981,660	26%	\$5,699,919	\$7,681,579
Project Construction Management	4	\$115,542,380	\$10,098,377	\$19,903,289	17%	\$95,639,091	\$115,542,380
Real Property Acquisition	4	\$127,829,652	\$673,950	\$1,182,454	1%	\$126,647,198	\$127,829,652
Environmental Mitigation		\$14,067,011	\$926	\$926	0%	\$14,066,085	\$14,067,011
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$38,009,425	\$748,135	\$848,135	2%	\$37,161,290	\$38,009,425
Third Party Contract Work		\$103,993,653	\$4,331,934	\$7,768,554	7%	\$96,225,099	\$103,993,653
Stations (Fresno Station and Fresno Historic Depot)		\$7,680,000	\$43,136	\$43,136	1%	\$7,636,864	\$7,680,000
Trainsets & Facilities		\$13,000,000	\$0	\$0	0%	\$13,000,000	\$13,000,000
Merced Extension (Final Design & ROW)		\$168,040,804	\$0	\$470,000	0%	\$167,570,804	\$168,040,804
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	17	\$204,687,002	\$0	\$0	0%	\$204,687,002	\$204,687,002
CVS Track Construction		\$128,398,106	\$0	\$0	0%	\$128,398,106	\$128,398,106
Rail Delivery Partner - Program Delivery Support		\$102,950,957	\$13,771,895	\$17,565,621	17%	\$85,385,336	\$102,950,957
Project Management Oversight Continuation		\$2,402,815	\$0	\$0	0%	\$2,402,815	\$2,402,815
Early Train Operator		\$16,169,456	\$1,099,647	\$1,699,647	11%	\$14,469,809	\$16,169,456
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Legal		\$12,618,758	\$31,578	\$31,578	0%	\$12,587,180	\$12,618,758
Pre-Construction Activities	7	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000
Other	4	\$208,687,840	\$0	\$0	0%	\$208,687,840	\$208,687,840
<b>TOTAL</b>	1, 2	<b>\$2,389,215,620</b>	<b>\$128,740,863</b>	<b>\$227,043,610</b>	<b>10%</b>	<b>\$2,162,172,010</b>	<b>\$2,389,215,620</b>

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- This line reflects budget changes for the current reporting period that received internal governance approval. This change is a net-zero to the FY and Total budget but transfers budget from PD to Con for the FY only.

## Construction - State and Federal Funds Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
Design-Build Contract Work	4, 5	\$8,194,748,039	\$97,841,285	\$6,291,968,436	77%	\$1,902,779,603	\$8,194,748,039
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
SR 46		\$100,497,997	\$100,000	\$20,708,052	21%	\$79,789,945	\$100,497,997
Project Construction Management	4	\$759,227,062	\$10,098,377	\$632,111,594	83%	\$127,115,468	\$759,227,062
Real Property Acquisition	4	\$1,712,671,872	\$673,950	\$1,514,316,389	88%	\$198,355,483	\$1,712,671,872
Environmental Mitigation		\$152,191,629	\$926	\$122,124,832	80%	\$30,066,797	\$152,191,629
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$351,913,156	\$748,135	\$77,088,033	22%	\$274,825,123	\$351,913,156
Third Party Contract Work		\$563,725,321	\$4,331,934	\$381,329,789	68%	\$182,395,532	\$563,725,321
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$43,136	\$1,101,644	1%	\$203,098,356	\$204,200,000
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
Merced Extension (Final Design & ROW)		\$697,498,085	\$0	\$783,814	0%	\$696,714,271	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$0	\$166,026	0%	\$2,305,413,850	\$2,305,579,876
CVS Track Construction		\$3,665,244,396	\$0	\$1,102,513	0%	\$3,664,141,883	\$3,665,244,396
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support		\$1,136,825,417	\$13,771,895	\$859,639,368	76%	\$277,186,049	\$1,136,825,417
Project Management Oversight Continuation		\$122,776,407	\$0	\$0	0%	\$122,776,407	\$122,776,407
Early Train Operator		\$114,767,315	\$1,099,647	\$46,584,728	41%	\$68,182,587	\$114,767,315
Legal		\$106,598,610	\$31,578	\$53,564,228	50%	\$53,034,382	\$106,598,610
Support Facilities		\$0	\$0	\$0	0%	\$0	\$0
Central Valley Future Construction		\$0	\$0	\$0	0%	\$0	\$0
Pre-Construction Activities	7	\$6,386,000	\$0	\$0	0%	\$6,386,000	\$6,386,000
Other	4	\$1,251,750,331	\$0	\$53,856,392	4%	\$1,197,893,939	\$1,251,750,331
<b>TOTAL</b>	1, 2	<b>\$22,831,817,043</b>	<b>\$128,740,863</b>	<b>\$10,377,316,236</b>	<b>45%</b>	<b>\$12,454,500,807</b>	<b>\$22,831,817,043</b>

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- DB expenditures include procurement contract stipends and as a result produce a difference with the Central Valley Status Report (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.

Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Bookend Projects FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	August Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification	\$39,401,672	\$4,685,501	\$6,317,774	16%	\$33,083,898	\$39,401,672
	PCJPB - Caltrain Electrification	\$1,695	\$0	\$0	0%	\$1,695	\$1,695
	San Mateo Grade Separation	\$0	\$0	\$0	0%	\$0	\$0
	<b>Bookend - North TOTAL</b>	<b>\$39,403,367</b>	<b>\$4,685,501</b>	<b>\$6,317,774</b>	<b>16%</b>	<b>\$33,085,593</b>	<b>\$39,403,367</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation	\$21,313,245	\$0	\$0	0%	\$21,313,245	\$21,313,245
	Los Angeles Union Station	\$30,000,000	\$0	\$0	0%	\$30,000,000	\$30,000,000
	<b>Bookend - South TOTAL</b>	<b>\$51,313,245</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$51,313,245</b>	<b>\$51,313,245</b>
<b>TOTAL</b>	<b>2</b>	<b>\$90,716,612</b>	<b>\$4,685,501</b>	<b>\$6,317,774</b>	<b>7%</b>	<b>\$84,398,838</b>	<b>\$90,716,612</b>

**Footnotes:**

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line item is funded with Prop 1A Bookend Bond Funds.
- 12 This line item is funded with Cap and Trade Funds.

## Bookend Projects Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>Bookend - North</b>							
	PCJPB - Caltrain Electrification	\$600,000,000	\$4,685,501	\$545,474,839	91%	\$54,525,161	\$600,000,000
	PCJPB - Caltrain Electrification	\$113,943,401	\$0	\$113,941,706	100%	\$1,695	\$113,943,401
	San Mateo Grade Separation	\$84,000,000	\$0	\$83,912,357	100%	\$87,643	\$84,000,000
	<b>Bookend - North TOTAL</b>	<b>\$797,943,401</b>	<b>\$4,685,501</b>	<b>\$743,328,902</b>	<b>93%</b>	<b>\$54,614,499</b>	<b>\$797,943,401</b>
<b>Bookend - South</b>							
	Rosecrans/Marquardt Grade Separation	\$76,665,000	\$0	\$42,966,876	56%	\$33,698,124	\$76,665,000
	Los Angeles Union Station	\$423,335,000	\$0	\$0	0%	\$423,335,000	\$423,335,000
	<b>Bookend - South TOTAL</b>	<b>\$500,000,000</b>	<b>\$0</b>	<b>\$42,966,876</b>	<b>9%</b>	<b>\$457,033,124</b>	<b>\$500,000,000</b>
<b>TOTAL</b>	<b>2</b>	<b>\$1,297,943,401</b>	<b>\$4,685,501</b>	<b>\$786,295,778</b>	<b>61%</b>	<b>\$511,647,623</b>	<b>\$1,297,943,401</b>

**Footnotes:**

- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 11 This line item is funded with Prop 1A Bookend Bond Funds.
- 12 This line item is funded with Cap and Trade Funds.

Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Construction by Construction Package FY2024-25

FY2024-25	Notes	FY2024-25 Budget (A)	August Expenditures (B)	FY2024-25 Expenditures to Date (C)	% Budget Expended (D) = (C / A)	FY2024-25 Remaining Budget Balance (E) = (A - C)	FY2024-25 Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	4	\$488,679,844	\$51,999,007	\$86,249,365	18%	\$402,430,479	\$488,679,844
SR 99		\$2,000,000	\$0	\$0	0%	\$2,000,000	\$2,000,000
Project Construction Management		\$60,292,389	\$5,235,225	\$10,570,367	18%	\$49,722,022	\$60,292,389
Real Property Acquisition		\$71,928,993	\$21,250	\$24,379	0%	\$71,904,614	\$71,928,993
Environmental Mitigation		\$832,794	\$0	\$0	0%	\$832,794	\$832,794
Resource Agency		\$6,568,205	\$0	\$0	0%	\$6,568,205	\$6,568,205
Third Party Contract Work		\$68,322,917	\$818,629	\$2,502,939	4%	\$65,819,978	\$68,322,917
<b>CP1 TOTAL</b>		<b>\$698,625,142</b>	<b>\$58,074,111</b>	<b>\$99,347,050</b>	<b>14%</b>	<b>\$599,278,092</b>	<b>\$698,625,142</b>
<b>CP2-3</b>							
Design-Build Contract Work	4	\$594,518,342	\$38,882,016	\$74,882,016	13%	\$519,636,326	\$594,518,342
Project Construction Management		\$51,449,964	\$4,303,000	\$8,118,000	16%	\$43,331,964	\$51,449,964
Real Property Acquisition		\$19,422,068	\$641,464	\$1,146,839	6%	\$18,275,229	\$19,422,068
Environmental Mitigation		\$9,328,100	\$0	\$0	0%	\$9,328,100	\$9,328,100
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$384,101	\$0	\$0	0%	\$384,101	\$384,101
Third Party Contract Work		\$24,947,410	\$2,885,915	\$4,039,814	16%	\$20,907,596	\$24,947,410
<b>CP2-3 TOTAL</b>		<b>\$700,049,985</b>	<b>\$46,712,395</b>	<b>\$88,186,669</b>	<b>13%</b>	<b>\$611,863,316</b>	<b>\$700,049,985</b>
<b>CP4</b>							
Design-Build Contract Work	4	\$29,821,996	\$6,960,262	\$14,417,229	48%	\$15,404,767	\$29,821,996
Project Construction Management	4	\$3,800,027	\$560,152	\$1,214,922	32%	\$2,585,105	\$3,800,027
Real Property Acquisition	4	\$36,478,591	\$11,236	\$11,236	0%	\$36,467,355	\$36,478,591
Environmental Mitigation		\$3,906,117	\$926	\$926	0%	\$3,905,191	\$3,906,117
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$148,011	\$0	\$0	0%	\$148,011	\$148,011
Third Party Contract Work		\$10,723,326	\$627,390	\$1,225,801	11%	\$9,497,525	\$10,723,326
SR 46		\$7,681,579	\$100,000	\$1,981,660	26%	\$5,699,919	\$7,681,579
<b>CP4 TOTAL</b>		<b>\$92,559,647</b>	<b>\$8,259,966</b>	<b>\$18,851,774</b>	<b>20%</b>	<b>\$73,707,873</b>	<b>\$92,559,647</b>
<b>Track &amp; Systems</b>							
CVS Track Construction		\$128,398,106	\$0	\$0	0%	\$128,398,106	\$128,398,106
Trainsets & Facilities		\$13,000,000	\$0	\$0	0%	\$13,000,000	\$13,000,000
<b>Track &amp; Systems TOTAL</b>		<b>\$141,398,106</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$141,398,106</b>	<b>\$141,398,106</b>
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$7,680,000	\$43,136	\$43,136	1%	\$7,636,864	\$7,680,000
<b>Stations TOTAL</b>		<b>\$7,680,000</b>	<b>\$43,136</b>	<b>\$43,136</b>	<b>1%</b>	<b>\$7,636,864</b>	<b>\$7,680,000</b>
<b>Extensions</b>							
Merced Extension (Final Design & ROW)		\$168,040,804	\$0	\$470,000	0%	\$167,570,804	\$168,040,804
Bakersfield Extension (Final Design, ROW, Civil, & T&S)	17	\$204,687,002	\$0	\$0	0%	\$204,687,002	\$204,687,002
<b>Extensions TOTAL</b>		<b>\$372,727,806</b>	<b>\$0</b>	<b>\$470,000</b>	<b>0%</b>	<b>\$372,257,806</b>	<b>\$372,727,806</b>
<b>System Wide</b>							
Rail Delivery Partner - Program Delivery Support		\$102,950,957	\$13,771,895	\$17,565,621	17%	\$85,385,336	\$102,950,957
Project Management Oversight Continuation		\$2,402,815	\$0	\$0	0%	\$2,402,815	\$2,402,815
Early Train Operator		\$16,169,456	\$1,099,647	\$1,699,647	11%	\$14,469,809	\$16,169,456
Legal		\$12,618,758	\$31,578	\$31,578	0%	\$12,587,180	\$12,618,758
Resource Agency		\$30,909,108	\$748,135	\$848,135	3%	\$30,060,973	\$30,909,108
Pre-Construction Activities	7	\$2,436,000	\$0	\$0	0%	\$2,436,000	\$2,436,000
Other	4	\$208,687,840	\$0	\$0	0%	\$208,687,840	\$208,687,840
<b>System Wide TOTAL</b>		<b>\$376,174,934</b>	<b>\$15,651,255</b>	<b>\$20,144,981</b>	<b>5%</b>	<b>\$356,029,953</b>	<b>\$376,174,934</b>
<b>TOTAL</b>	1, 2	<b>\$2,389,215,620</b>	<b>\$128,740,863</b>	<b>\$227,043,610</b>	<b>10%</b>	<b>\$2,162,172,010</b>	<b>\$2,389,215,620</b>

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.
- This line reflects budget changes for the current reporting period that received internal governance approval. This change is a net-zero to the FY and Total budget but transfers budget from PD to Con for the FY only.

Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Construction by Construction Package Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	% Budget Expended (D) = (C / A)	Total Remaining Expenditure Authorization (E) = (A - C)	Total Authorized Forecast (F)
<b>CP1</b>							
Design-Build Contract Work	4, 5	\$3,775,538,501	\$51,999,007	\$2,677,719,146	71%	\$1,097,819,355	\$3,775,538,501
SR 99		\$296,100,000	\$0	\$289,900,620	98%	\$6,199,380	\$296,100,000
Project Construction Management		\$314,413,734	\$5,235,225	\$238,335,271	76%	\$76,078,463	\$314,413,734
Real Property Acquisition		\$886,281,143	\$21,250	\$796,842,976	90%	\$89,438,167	\$886,281,143
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	89%	\$4,432,596	\$38,702,003
Resource Agency		\$67,374,737	\$0	\$46,063,296	68%	\$21,311,441	\$67,374,737
Third Party Contract Work		\$348,545,230	\$818,629	\$237,747,014	68%	\$110,798,216	\$348,545,230
<b>CP1 TOTAL</b>		<b>\$5,726,955,348</b>	<b>\$58,074,111</b>	<b>\$4,320,877,730</b>	<b>75%</b>	<b>\$1,406,077,618</b>	<b>\$5,726,955,348</b>
<b>CP2-3</b>							
Design-Build Contract Work	4, 5	\$3,572,060,273	\$38,882,016	\$2,780,829,674	78%	\$791,230,599	\$3,572,060,273
Project Construction Management		\$304,878,055	\$4,303,000	\$256,426,155	84%	\$48,451,900	\$304,878,055
Real Property Acquisition		\$584,894,631	\$641,464	\$531,789,784	91%	\$53,104,847	\$584,894,631
Environmental Mitigation		\$72,278,288	\$0	\$56,063,987	78%	\$16,214,301	\$72,278,288
Hazardous Waste Provisional Sum		\$0	\$0	\$0	0%	\$0	\$0
Resource Agency		\$1,403,134	\$0	\$821,464	59%	\$581,670	\$1,403,134
Third Party Contract Work		\$149,191,528	\$2,885,915	\$104,756,358	70%	\$44,435,170	\$149,191,528
<b>CP2-3 TOTAL</b>		<b>\$4,684,705,909</b>	<b>\$46,712,395</b>	<b>\$3,730,687,422</b>	<b>80%</b>	<b>\$954,018,487</b>	<b>\$4,684,705,909</b>
<b>CP4</b>							
Design-Build Contract Work	4, 5	\$847,149,265	\$6,960,262	\$833,419,616	98%	\$13,729,649	\$847,149,265
Project Construction Management	4	\$139,935,273	\$560,152	\$137,350,168	98%	\$2,585,105	\$139,935,273
Real Property Acquisition	4	\$241,496,098	\$11,236	\$185,683,629	77%	\$55,812,469	\$241,496,098
Environmental Mitigation		\$41,211,338	\$926	\$31,791,438	77%	\$9,419,900	\$41,211,338
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	0%	\$1,500,000	\$1,500,000
Resource Agency		\$824,276	\$0	\$398,245	48%	\$426,031	\$824,276
Third Party Contract Work		\$65,988,563	\$627,390	\$38,826,417	59%	\$27,162,146	\$65,988,563
SR 46		\$100,497,997	\$100,000	\$20,708,052	21%	\$79,789,945	\$100,497,997
<b>CP4 TOTAL</b>		<b>\$1,438,602,810</b>	<b>\$8,259,966</b>	<b>\$1,248,177,565</b>	<b>87%</b>	<b>\$190,425,245</b>	<b>\$1,438,602,810</b>
<b>Track &amp; Systems</b>							
CVS Track Construction		\$3,665,244,396	\$0	\$1,102,513	0%	\$3,664,141,883	\$3,665,244,396
Trainsets & Facilities		\$1,056,645,752	\$0	\$0	0%	\$1,056,645,752	\$1,056,645,752
<b>Track &amp; Systems TOTAL</b>		<b>\$4,721,890,148</b>	<b>\$0</b>	<b>\$1,102,513</b>	<b>0%</b>	<b>\$4,720,787,635</b>	<b>\$4,721,890,148</b>
<b>Stations</b>							
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$43,136	\$1,101,644	1%	\$203,098,356	\$204,200,000
<b>Stations TOTAL</b>		<b>\$204,200,000</b>	<b>\$43,136</b>	<b>\$1,101,644</b>	<b>1%</b>	<b>\$203,098,356</b>	<b>\$204,200,000</b>
<b>Extensions</b>							
Merced Extension (Final Design & ROW)		\$697,498,085	\$0	\$783,814	0%	\$696,714,271	\$697,498,085
Bakersfield Extension (Final Design, ROW, Civil, & T&S)		\$2,305,579,876	\$0	\$166,026	0%	\$2,305,413,850	\$2,305,579,876
<b>Extensions TOTAL</b>		<b>\$3,003,077,961</b>	<b>\$0</b>	<b>\$949,840</b>	<b>0%</b>	<b>\$3,002,128,121</b>	<b>\$3,003,077,961</b>
<b>System Wide / Extensions / Unallocated</b>							
Merced - Fresno (Preliminary ROW)		\$8,795,493	\$0	\$8,795,493	100%	\$0	\$8,795,493
Fresno - Bakersfield (Preliminary ROW)		\$16,042,973	\$0	\$16,042,973	100%	\$0	\$16,042,973
Bakersfield - Palmdale (Preliminary ROW)		\$6,131,312	\$0	\$6,131,312	100%	\$0	\$6,131,312
Rail Delivery Partner - Program Delivery Support		\$1,136,825,417	\$13,771,895	\$859,639,368	76%	\$277,186,049	\$1,136,825,417
Project Management Oversight Continuation		\$122,776,407	\$0	\$0	0%	\$122,776,407	\$122,776,407
Early Train Operator		\$114,767,315	\$1,099,647	\$46,584,728	41%	\$68,182,587	\$114,767,315
Legal		\$106,598,610	\$31,578	\$53,564,228	50%	\$53,034,382	\$106,598,610
Resource Agency		\$282,311,009	\$748,135	\$29,805,028	11%	\$252,505,981	\$282,311,009
Pre-Construction Activities	7	\$6,386,000	\$0	\$0	0%	\$6,386,000	\$6,386,000
Other	4	\$1,251,750,331	\$0	\$53,856,392	4%	\$1,197,893,939	\$1,251,750,331
<b>System Wide / Unallocated TOTAL</b>		<b>\$3,052,384,867</b>	<b>\$15,651,255</b>	<b>\$1,074,419,522</b>	<b>35%</b>	<b>\$1,977,965,345</b>	<b>\$3,052,384,867</b>
<b>TOTAL</b>	1, 2	<b>\$22,831,817,043</b>	<b>\$128,740,863</b>	<b>\$10,377,316,236</b>	<b>45%</b>	<b>\$12,454,500,807</b>	<b>\$22,831,817,043</b>

**Footnotes:**

- Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- DB expenditures include procurement contract stipends and as a result produce a difference with the Central Valley Status Report (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).
- Pre-construction activities for those sections where the environmental process is completed. Examples include preliminary engineering, right-of-way mapping, and design advancement.

Data through August 31, 2024

Percentage of Fiscal Year completed 16.7%

## Central Valley Segment (Madera to Poplar Ave) Program to Date

Program to Date	Notes	Total Expenditure Authorization (A)	August Expenditures (B)	Total Expenditures to Date (C)	Total Remaining Expenditure Authorization (D) = (A - C)
<b>CP1</b>					
Design-Build Contract Work	4, 5	\$3,775,538,501	\$51,999,007	\$2,677,719,146	\$1,097,819,355
SR 99		\$296,100,000	\$0	\$289,900,620	\$6,199,380
Project Construction Management		\$314,413,734	\$5,235,225	\$238,335,271	\$76,078,463
Real Property Acquisition		\$886,281,143	\$21,250	\$796,842,976	\$89,438,167
Environmental Mitigation		\$38,702,003	\$0	\$34,269,407	\$4,432,596
Resource Agency		\$67,374,737	\$0	\$46,063,296	\$21,311,441
Third Party Contract Work		\$348,545,230	\$818,629	\$237,747,014	\$110,798,216
<b>CP1 TOTAL</b>		<b>\$6,035,363,531</b>	<b>\$58,074,111</b>	<b>\$4,320,877,730</b>	<b>\$1,714,485,801</b>
<b>CP2-3</b>					
Design-Build Contract Work	4, 5	\$3,572,060,273	\$38,882,016	\$2,780,829,674	\$791,230,599
Project Construction Management		\$304,878,055	\$4,303,000	\$256,426,155	\$48,451,900
Real Property Acquisition		\$584,894,631	\$641,464	\$531,789,784	\$53,104,847
Environmental Mitigation		\$72,278,288	\$0	\$56,063,987	\$16,214,301
Hazardous Waste Provisional Sum		\$0	\$0	\$0	\$0
Resource Agency		\$1,403,134	\$0	\$821,464	\$581,670
Third Party Contract Work		\$149,191,528	\$2,885,915	\$104,756,358	\$44,435,170
<b>CP2-3 TOTAL</b>		<b>\$4,995,882,344</b>	<b>\$46,712,395</b>	<b>\$3,730,687,422</b>	<b>\$1,265,194,922</b>
<b>CP4</b>					
Design-Build Contract Work	4, 5	\$847,149,265	\$6,960,262	\$833,419,616	\$13,729,649
Project Construction Management	4	\$139,935,273	\$560,152	\$137,350,168	\$2,585,105
Real Property Acquisition	4	\$241,496,098	\$11,236	\$185,683,629	\$55,812,469
Environmental Mitigation		\$41,211,338	\$926	\$31,791,438	\$9,419,900
Hazardous Waste Provisional Sum		\$1,500,000	\$0	\$0	\$1,500,000
Resource Agency		\$824,276	\$0	\$398,245	\$426,031
Third Party Contract Work		\$65,988,563	\$627,390	\$38,826,417	\$27,162,146
SR 46		\$100,497,997	\$100,000	\$20,708,052	\$79,789,945
<b>CP4 TOTAL</b>		<b>\$1,452,392,549</b>	<b>\$8,259,966</b>	<b>\$1,248,177,565</b>	<b>\$204,214,984</b>
<b>Track &amp; Systems</b>					
CVS Track Construction		\$3,665,244,396	\$0	\$1,102,513	\$3,664,141,883
Facilities (Trainset Certification Facility)		\$77,000,837	\$0	\$0	\$77,000,837
<b>Track &amp; Systems TOTAL</b>		<b>\$3,742,245,233</b>	<b>\$0</b>	<b>\$1,102,513</b>	<b>\$3,741,142,720</b>
<b>Stations</b>					
Stations (Fresno Station and Fresno Historic Depot)		\$204,200,000	\$43,136	\$1,101,644	\$203,098,356
Station Area Planning		\$2,104,333	\$0	\$1,894,811	\$209,522
<b>Stations TOTAL</b>		<b>\$206,304,333</b>	<b>\$43,136</b>	<b>\$2,996,455</b>	<b>\$203,307,878</b>
<b>Central Valley's Project Wide allocation</b>					
Merced - Fresno (Madera to Fresno Project Dev)		\$34,224,247	\$0	\$33,992,608	\$231,639
Fresno - Bakersfield (Fresno to Poplar Ave Project Dev)		\$167,369,487	\$0	\$167,369,487	\$0
Rail Delivery Partner - Program Delivery Support		\$799,312,776	\$2,107,106	\$627,502,327	\$171,810,449
Early Train Operator		\$116,339,007	\$1,099,647	\$48,156,419	\$68,182,588
Legal		\$138,824,618	\$0	\$50,251,630	\$88,572,988
Resource Agency		\$240,562,697	\$0	\$131,181,819	\$109,380,878
Other		\$633,374,357	\$0	\$0	\$633,374,357
<b>Project Wide TOTAL</b>		<b>\$1,496,632,832</b>	<b>\$3,206,753</b>	<b>\$1,058,454,290</b>	<b>\$438,178,542</b>
<b>TOTAL</b>	1, 2	<b>\$17,928,820,822</b>	<b>\$116,296,361</b>	<b>\$10,362,295,975</b>	<b>\$7,566,524,847</b>

**Footnotes:**

- 1 Total Program and FY2024-25 budget (approved at June 2024 Board Meeting) support activities to advance Merced to Bakersfield Early Operating Segment development and construction, Phase I planning, and Bookend Corridor projects. In addition, the FY2024-25 budget prioritizes the completion of the Federal scope for the ARRA and FY10 grants.
- 2 Expenditures reflect paid invoices, invoices received and processed but not yet paid, material estimated costs for work performed but not yet paid, and adjustments to set prior period estimated costs to actual.
- 4 This line reflects budget changes for the current reporting period that received internal governance approval. This is a net-zero impact to the Fiscal Year and Program budget.
- 5 DB expenditures include procurement contract stipends and as a result produce a difference with the Central Valley Status Report (CP1 \$8M, CP2-3 \$4M, CP4 \$6M).